

SECURITY INFORMATION
CENTRAL INTELLIGENCE AGENCY

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SUPPLEMENT TO
REPORT NO.

COUNTRY USSR (Voroshilovgrad Oblast)

SUBJECT Railroad Car Repair Factory at Popasnaya

PLACE
ACQUIRED

25X1C

DATE OF INFO.

INFORMATION REPORT

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25X1X

2. The WZE (Vagons - Remontni Zavod - railroad car repair plant) Popasnaya was on the northeastern edge of the town of L.M. Kaganovich, formerly Popasnaya (48°36'N, 50°18'30"E). Voroshilovgrad Oblast, just west of the Kaganovich - Lisichansk (48°50'N, 50°22'E) railroad line. (1) The plant was linked with this main railroad line by sidings. Numerous tracks crossed the plant in a north-south direction. *

25X1X

2. [REDACTED] this plant was the third largest railroad car repair factory in the U.S.S.R. When the German troops approached, the machinery was evacuated and the plant demolished. The plant was installed as a German GHQ motor transport park in 1942 and 1943 and blasted by the Germans before it was recaptured by the Soviets. Reconstruction began in 1944. Production was resumed in the fall of 1945 in some of the workshops. German machine tools and other equipment were installed on a large scale in 1946 and 1947. By the end of 1947 the plant was completely reconstructed. Work was continued on a workmen's settlement east of the plant. The plant yard was estimated variously to be 2,000x2,000 meters, 700x250 meters, 1,000x500 meters, 1,500x1,000 meters, and 1,500x300 meters. The smallest figure appears to be most probable.

25X1X

- only repair on freight cars was done at the plant. b6
b7C
2541X
work on passenger cars and the construction of new cars were not reported. One source also states that many captured coal cars, whose home station was Oppeln (P 51/J 17), were converted to Soviet gauge in the plant. [redacted] port that in addition to freight cars, the plant repaired special cars for snow plowing and track building. These cars had cranes and holding devices for the rails to be laid. The finished cars were accepted in the plant itself by a commission of eight to ten persons. Subsequently the cars are delivered to the Kaganovich railroad station. In addition to repair work one source reported that sets of wheels for other plants were allegedly produced or overhauled. **

4. Production was started late in 1945. The output quota for 1946 and 1947 was 100 to 130 cars per month, but in 1948, after the plant was in full operation, the monthly quota rose to 150 to 200 cars. It may be assumed that the plant's capacity was 200 cars a month.

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25X1A
[REDACTED]

5. The manager of the plant was an engineer general, name unknown; the managing engineer was Mikhalski (fnu). The various statements on the number of workmen are most contradictory. The following figures were mentioned by various sources:
- a. 2,000 to 10,000
 - b. 3,500, with one shift worked in the assembly shops, and three shifts in all other sections
 - c. 1,100, with one shift worked in the assembly and stripping sections, and three shifts in all the other sections
 - d. 3,000 to 4,000, working three shifts. ***
6. Coal, cement, planks, buffers, section iron, frames, springs, brake blocks, and couplings arrived at the plant from other places at irregular intervals. Work was often interrupted for three or four days because of delayed deliveries. Electric current was supplied by the plant's own power station and by the municipal power station. In the event that the municipal power system failed, as frequently happened, current was produced by the plant's own Diesel generating set. The power supply was inadequate.
7. The plant was surrounded by a fence and watchtowers, 5 meters high. The plant was guarded by armed female sentries and soldiers.

25X1A * [REDACTED] Comment. See Annex for layout sketch of the plant and a list of its installations.

25X1A ** [REDACTED] Comment. It seems hardly probable that the construction of new cars will be included in the production of the plant. One source thought it possible that the construction of new cars would be included in the plant's production at any time, but this seems hardly probable since the equipment for this kind of work was not available, and none of the sources reported that expansion work was planned or had been started.

25X1A *** [REDACTED] Comment. A figure of 1,000 per shift, that is, a total of 2,600 to 3,000, is considered probable.

1. Annex: Blueprint

25X1A (1) [REDACTED] Comment: According to other information of 1950, the name of the town Popashnaya in the Ukraine has not been changed to L M Kaganovich.

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1 / Annex

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Legend to Layout Sketch of Railroad Factory in Kaganovich

1. Foundry, equipped with two furnaces, each 10 meters high and 2.5 meters in diameter, and one molding shop. Car wheels, casings, and brake blocks were cast there.
- 1a Smokestack
2. Large forge, punching shop and pressing shop, equipped with a 3-ton pneumatic hammer, a 4-ton pneumatic hammer, punching machines, and two American "Lincoln" presses.
- 2a Dressing section for tin sheets. In this annex electric shears were installed in July 1947.
- 2b Smokestack, about 25 meters high
3. Wheel section, machining car wheels and axles. This section is equipped with one 5-ton overhead traveling crane, and an axle jolting machine (Presse zum Stauchen der Achsen).
4. Screws and bolts section
5. Tools section, whose equipment included two milling machines, two fully automatic turret lathes, eight turning lathes, and three drilling machines
6. Electrical section, where electric motors were repaired.
7. Finemith's shop and dump for tin sheets, sheet iron, galvanized tin sheets, and aluminum sheets. The shop produced buckets and shields for the blacksmith's shop and the welding shop. According to one source a storeroom for paint was also in this section
8. Blacksmith's shop for stripping operations
9. Small forge for plant's own requirements
10. Sawmill, manufacturing boards for railroad cars
11. Wood-drying shed
12. Carpentry shop for the plant's own requirements equipped with one swing circular saw, two circular saws, two band saws, two planers, and two seaming machines. The boards arrived from the drying plant and after completion were forwarded to the assembly shop.
13. Carpentry shop, manufacturing and repairing furniture
14. Assembly shop
 - aa)
 - bb) Section doing repair work and assembly work
 - cc))
 - dd))
 - ee)) Section where repaired cars were given their final inspection
 - ff))
 - gg) Storeroom for parts
 - hh) Forge
 - ii) Storeroom for parts
 - jj) Welding shop
 - kk) Storeroom for tools

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2 / Annex

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- li Storeroom for parts
- lk Storeroom for paint
- lo Chassis section
- lp Wheel section
- lq Mechanical section

Four tracks ran through each of the longitudinal sections (aa-cc and ee-nn) of the shop. Every six or seven days five cars needing repair were placed on each track. In each of the two assembly sections 100 men were employed, working only one shift. The monthly production quota per shop was at first 50 to 60 cars repaired and was later raised to 90 to 100 cars.

- 15 Oxygen section where, according to one source, oxygen bottles were stored. One source speaks of a filling plant for oxygen bottles. Another source states a truck trailer was equipped as an oxygen-filling device.
- 16 Compressor section, equipped with two compressors.
- 17 Distributing stations for current produced in the plant and for that delivered from outside.
- 18 Power station and boiler house, equipped with two Diesel generating sets of unknown output, four boiler installations, and three turbines of unknown power.
- 19 Water towers. According to two sources there were brick towers, 35 to 40 meters high, in the southern part. According to one of these sources, there was also a wooden water tower in the northern section of the plant.
- 20 Motor vehicle repair shop and garage.
- 21 Parking lot for railroad cars needing repair.
- 22 Stripping shop. On the tracks the cars beyond repair were collected, dismantled and cannibalized.
- 22a Office of stripping shop.
- 23 Plant administration building.
- 24 Kitchen.
- 25 Guardhouse.
- 26 Slag and concrete plants.
- 27 Dump for boards.
- 28 Junker yard and coal dump
- 29 Dump for section iron and round iron. One source stated that couplings, buffers, brake accessories, bushes, sliding-door rails, and locking bolts for doors were also stored there.
- 30 Storehouse for lubricants.
- 31 Dump for dismantled machinery.

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PW Camp 125/6

- a Plant railroad station
- b Warehouses
- c Barracks

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Railroad Repair Factory in L.M. Kaganovich

